

all took part in the rendering. Where the general level of excellence was so high, it would be surprising to find any one who was not a frequent opportunity for displaying the histrionic talent that is in our midst, and make it a point to issue a general invitation of the whole community to enjoy the feast of intellect. It will be seen from the above that we are not without resources within ourselves to drive dull care away, or devoid of desire to cultivate the finer feelings.—*Shanghai Courier.*

FORMOSA.

(FROM OUR CORRESPONDENT.)

Tamsui, 16th Jan., 1889.
The steamer not leaving so early as expected, I am afforded an opportunity to give you a few additional items of news.
The German schooner *Yohanna Kremer* arrived here three days ago from Foochow, with a cargo of poles.
The British gunboat *Cockchafer*, which leaves today for the scene of the wreck of the *Anglo-India*, takes the second mate of that ill-fated vessel on board.
The loss of the *Anglo-India* was not known in Amoy when the steamer *Fookien* left that place, and grave fears are entertained that the captain and his boat's crew are lost.
There was a heavy gale blowing during the night of Sunday, 15th Monday, from the north-east, and since the vessel was seen on fire, early on Monday, it is presumed that the rest of the crew must have abandoned the wreck during the night.—*Mercury.*

SEOUL.

(FROM OUR OWN CORRESPONDENT.)

9th January 1889.
On the 24th of December between 11 p.m. and 2 a.m. the dwelling-house of the German Legation was entirely destroyed by fire; save the furniture of the dining room and the contents of the cellar, mostly everything was saved. Rumours about a Loan of three million dollars having been negotiated for the Government are abroad, but until confirmation of this reaches us, we should say, we are rather inclined to doubt it.
New Year has set in here with snow and ice, the lowest readings of the thermometer so far is 9° Fahrenheit.
Four new "workers in the field" and a mining engineer are among our latest arrivals; and a farmer to take the place of the late Mr. Jaffrey is shortly expected.—*N. C. Daily News.*

TIENTSIN.

5th January, 1889.

Up to the 3rd instant the winter was very mild, and until the 31st December very little and that only small drifts of ice were seen in the river. As the tides generally have been high at Taku owing to the prevailing winds, vessels might easily have come to our bund on almost any day between the 9th and 31st ultimo. On the night of the 3rd instant a gale from the north-west brought snow and cold.
We are glad to hear that His Excellency the Viceroy has almost recovered from his disorder of the local facial nerves. He has throughout his illness kept at work without intermission, testifying to his vigorous physical and mental constitution. We hope in a week or two to be able to announce his perfect recovery.
Some poor and homeless people flock into the city from remote districts, but on the whole, there is much less destitution in the province this year than has been the case for some time. The poor people are fed by the numerous Chinese charitable associations, and the Viceroy and his officials have given considerable gifts of money to provide food and clothing for the unfortunate.

A deputations from the China Railway Company, consisting of Tsoai Wu T'ing-fang (Mr. Ng Choy) and some of his co-directors, accompanied by Messrs. Kinder and Cox (engineers), have visited the lines of road between Tientsin, Yang-sun Ho-hsi-wan, Chang-kia-wan, and Tungchow, to select the route to be followed and the site of stations for the railway. A preliminary survey was made at the same time to ascertain the general conditions of level, embankment required, bridges, etc. The local officials, town and country people, gave the deputation a very warm welcome, and at each resting place sent in large gifts of provisions of meat, poultry, vegetables, fruit, etc., of excellent quality. So far as can be seen no feeling hostile to the projected line exists; on the contrary, the people desire to have one. We have no detail of the course selected, but hear that at each stopping place good sites have been chosen for the stations. At Tungchow, in particular, a most convenient piece of ground was obtained for the terminus, situated between the West Gate of the City and Pail-chiao.—*Chinese Times.*

CURIOSITIES OF LANGUAGE.

Some of the prettiest secrets and curiosities of language come to us from abroad. How does the word *fiasco*, Italian for flask, happen to mean failure? Because the Italian glass-blower, trying to make a plate of glass, falls, and throwing the glowing mass back into the furnace, he blows a common bottle, or "fiasco"; it is a flask—and a failure.

Why is a wicker-covered jug called a demijohn? Because it comes from the Persian glass-blowing town of Damghan.

One definition of slang is that it is low, something vulgar; something to be avoided. But that is not all; it is a working dialect; language in smock-frock; a condensation, the beefy life of speech. Bret Harte and John Hay have made it poetical. What should we do without the homely "passed in his checks"? It brings the tears to our eyes in *Jem Bludsoe*. How could we give up "wiggles," that exquisite symphony played on the jawbones and the bones?

The merit of good slang is that it touches the pendulum between a smile and a tear.

Our mother tongue is a great bond even when we put it to misuse; a familiar misuse, freighted with domestic intimacy, with the every-day epithets and homely laughter.
Slang may be primitive, but not necessarily vulgar. It may arise from a mistake, but if it conveys an idea, if it has humor—especially American humor—it is not bad. As, for instance, we get from the negroes a phrase for success, "He takes the cake," or, "He is on the roof." He takes the cake, which is admiringly admitted. Our language is rich in a rollicking swag of strange words, and of perhaps sometimes effective bad grammar.

MODERN INSTANCES.
American slang has a strong local flavor, as "Do you catch on?" from a habit Americans have of running after railroad-trains and "He gets there," also from the railroad. They also talk of the "star boarder," and the "star love match," evidently from the flag. "You'll get left" is a railroad simile; and real estate "boom," and Harrison is "booming" come from the sound of a blizzard or of a cannon ball booming through the air.
"He lives hands down" is at the bottom of the old *Poetes rueres*, also from the fact that a prize fighter drops his hands when he is defeated. The word "red" is from "Coriolanus." It is also found in England in

old Melton days. *Puck* had some lines last spring as follows:

I'm a gray hawk that's crested, I am,
I'm a blizzard that's tested, I am,
And when I swoop down,
I'm the best of the town.

There is slang in every word almost. "Boss" is from the old Dutch *baas*—a master.
A drunken man is said to be "loaded for bear," a very heavy charge, and if a man has murderous intent he is "jumping on your 'eckle." As in the old sample of American humor, of the man who was so tall he had to go up a ladder to shave himself, all American humor is full of exaggeration.
English slang is brutal, as "it is all rot," etc. Like other dialects, slang increases its store of words by formation at home and adoption from abroad. Looking at it philologically, we must admit that English, already a most copious language, is in a freely growing state and capable of adding to itself by almost any process found in any language of the whole world, old or new.

The abbreviation or contraction of words (a most effective agent in the development of words) is seen at its best in slang. "Cab," "bus," and "mob," from mobile, the fiery crowd, a mob, were originally slang formations of a very refined person. And they tell a good story of Mrs. Julia Ward Howe, who was asked by a lady to say something beautiful about her piazza. "Well," said the ready wit, "I think it is a bully piazza," which had the full element of wit in it that was unexpected.

Other phrases might be mentioned which have a real meaning. Thus, the "devil to pay and no pitch hot" comes from a certain seam in a vessel which the sailors call the "devil," and which they have to fill in. From its awkwardness to caulk occurs the phrase.
"Boxing the compass" comes from the Spanish *boxer*, to turn round. A cock and bull story, a term now applied to any rambling tale, illustrates the contempt felt by the learned for the ancient beast fables, which were the delight of mankind in the lower grades of civilization through the Middle Ages. Many words of this class, had not their origin been noted down, would have remained in the language as undecipherable mysteries. But we cannot find the etymology of every thing.

SCIENTIFIC AND USEFUL.

Lithium is the lightest metal known and is worth \$160 per ounce. Gallium is the costliest metal known and is worth \$3,250 per ounce. Senator Piedrahita, an electrician of Bogota, has patented a telegraphic device which works without batteries. He claims that it will revolutionize telegraphy.

A brother of Lord Wolseley, Frederick Wolseley, an Australian squatter, claims attention for having invented a sheep-shearing machine, by which one man can shear 140 sheep a day clean as a whistle.

An ingenious mechanic has invented a new screw—half nail and half screw. Two blows of the hammer, two turns of the screw-driver, and it is in. It has a holding power of 132 pounds in white pine, a gain of forty-four pounds over the holding power of the present screw.

A joint-stock company will soon be formed at New Britain, Conn., to manufacture the new explosive, "extralite," recently invented by a druggist, clerk named Ericson. It is reported that the French Government has bought the right for that country, paying \$200,000 for it.

Porous terra-cotta is manufactured of clay and sawdust. The clay and sawdust are mixed together, very much as ordinary bricks; in the burning the sawdust is entirely consumed. The terra-cotta weighs but one-third as much as brick, is absolutely fire-proof and is a non-conductor of sound.

Among the curious facts brought out at the late congress on tuberculosis was that persons who have had small-pox are peculiarly liable to tuberculosis. Mr. Lundow stated that for this reason persons pitted with small-pox should never be employed around the tuberculosis wards of hospitals.

The *News* and *Journal* of Chicago is waging war against the cigarette. It claims that every sample examined was made of imperfectly fermented tobacco; that nearly all had an undue proportion of insoluble ash, and that several kinds were steeped in an injurious substance and were impregnated with dirt in varying proportions.

John J. Kierst, a New York architect, has been at work for twenty-five years on a plan for an improved tenement-house. Conceiving a theory as to the circulation of pure and foul air he determined to experiment and the result is a \$100,000 block of flats in Brooklyn. The health officials pronounce his plan a success.

Blacksmiths who sometimes get hold of fractious horses will appreciate the device of a Sidney, Ohio, man. The invention is a horse-shoeing rack and consists of a pen, readily adjustable to the size of any animal, and in which a horse can be securely fastened, the rack being made so that it can be readily taken down and moved out of the way.

A point for blacksmiths from the *Scientific American*: Take a battery or magneto machine, one that gives a light current, say such as can only be felt with moist hands. Attach one terminal to the animal's bit, the other to the shoe. If the horse suffers from the shoe or nail he will squirm under the test. If there be no irritation he will pay no attention to it.

E. Woody Boynton of Portland has invented a "bicycle locomotive" which is expected to travel 200 miles an hour. Under the middle of the boiler is one glatt steel-tired driving-wheel. It is eight feet in diameter and was cast at the Portland Company's foundry last summer. The tire is deeply grooved and on either side of the great driving-wheel is a crank to take the place of the spokes of a common bicycle.

AN INTERESTING EXPERIMENT.
In a New York hospital they are raising a child that was prematurely born, in what would be called an incubator. On account of the difficulty that was experienced in keeping the delicate little individual's temperature, to the proper height to preserve its life, a box with glass-front and top was constructed and piped so as to be kept warm by the circulation of warm water, and within this upon a little couch the baby lies and thrives, apparently as well as its more fortunate fellow beings.

PRODUCTS OF COAL.
A ton of coal yields about eight thousand cubic feet of gas and 1,500 pounds of coke. The purification of gas furnishes forty-five gallons of ammonia water, from which is obtained sulphate of ammonia for agricultural purposes and about one hundred and thirty pounds of tar. It is here that the operation becomes especially interesting, for from this last-named product are obtained seventy pounds of pitch, eighteen pounds of creosote, nine of naphtha, thirteen of heavy oil, six of naphthalene, four of naphthol, two of alizarine, about one each of phenol, aniline, and the substance to which we are indebted for so wonderful colors, ten ounces of toluidine, six of anthracene and twelve of toluene.

PETROLEUM AS FUEL.
A correspondent of the *Electrical World* writes as follows: "The Detroit Steel Spring Works of this city have used petroleum for eighteen months under eight boilers of 95-horse-power each. The following figures refer only to the boilers, six being used at a time: They

burned 24 tons of the best bituminous coal every 24 hours, and were often short of steam. The coal cost \$2.80 per ton, and the labor, including removal of ashes, made the total expenditure (24 hours) \$80.25. The consumption of petroleum for the same period of time is 76 barrels, of 42 gallons each, at a cost of \$34.90, equal to 41 per cent. They have an abundance of steam, and always under a constant pressure. The arrangement of the furnace was designed by H. Barr, the Superintendent of the works. The result obtained in the heating furnaces has been equally satisfactory. I notice that a patent was issued to Barr on the 2nd inst. on the method of arranging furnaces for burning crude petroleum."

MOTHER SEIGEL'S OPERATING PILLS.

FOR CONSTIPATION, SLUGGISH LIVER, &c.

Unlike many kinds of cathartic medicines, do not make you feel worse before you feel better. Their operation is gentle, but thorough, and unattended with disagreeable effects, such as nausea, griping pains, &c.

SEIGEL'S OPERATING PILLS are the best family physic that has ever been discovered. They cleanse the bowels from all irritating substances, and leave them in a healthy condition.

The best remedy extant for the bane of our lives—constipation and sluggish liver.

These Pills prevent fevers and all kinds of sickness, by removing all poisonous matter from the bowels. They operate briskly, yet mildly, without any pain.

If you take a severe cold, and are threatened with a fever, with pains in the head, back, and limbs, one or two doses of SEIGEL'S OPERATING PILLS will break up the cold and prevent the fever.

A coated tongue, with a brackish taste, is caused by foul matter in the stomach. A few doses of SEIGEL'S OPERATING PILLS will cleanse the stomach, remove the bad taste, and restore the appetite, and with it bring good health.

Often times disease, or partially decayed food, causes sickness, nausea and diarrhoea. If the bowels are cleansed from this impurity with a dose of SEIGEL'S OPERATING PILLS, these disagreeable effects will vanish, and good health will result.

SEIGEL'S OPERATING PILLS prevent ill-effects from excess in eating or drinking. A good dose at bedtime renders a person fit for business in the morning.

These Pills, being Sugar-coated, are pleasant to take. The disagreeable taste common to most pills is obviated.

FOR SALE BY ALL CHEMISTS, DRUGGISTS, AND MEDICINE VENDORS.

PROPRIETORS:
A. J. WHITE, LIMITED,
—Advts.— LONDON, ENG.

To-day's Advertisements.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship

"BELGIC" will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 13th Feb., at 1 P.M.
Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.
All PARCEL PACKAGES should be marked to address in full, and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—
To San Francisco and return, \$200.00
To San Francisco and return, 350.00
To Liverpool, 325.00
To London, 330.00
To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.
Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.
C. D. HARMAN, Agent.
Hongkong, 26th January, 1889.

To-day's Advertisements.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the INLAND SEA.)

THE Company's Steamship

"GENERAL WERDER,"

Captain W. von Schuckmann, will leave for the above Ports, TO-MORROW, the 27th instant, by 10 A.M.

For Freight or Passage, apply to MELCHERS & Co., Agents.

Hongkong, 26th January, 1889.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

"BRAUNSCHWEIG,"

Captain H. Bodeker, will leave for the above Port, TO-MORROW, the 27th inst., by 5 A.M.

For Freight or Passage, apply to MELCHERS & Co., Agents.

Hongkong, 26th January, 1889.

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

STEAMSHIP "BRAUNSCHWEIG" FROM BREMEN AND PORTS OF CALL.

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be landed here in Hongkong unless notice to the contrary be given before 2 P.M., TO-DAY, the 26th instant. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 2nd February, will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 6th February, at 4 P.M.

All Claims must reach us before the 7th February, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by MELCHERS & Co., Agents.

Hongkong, 26th January, 1889.

CHINA NEW YEAR BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875, the Undermentioned BANKS will be CLOSED for the Transaction of Public Business, on THURSDAY NEXT, the 31st January.

For the CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

JOHN THURBURN, Manager, Hongkong.

For the CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

T. H. WHITEHEAD, Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION.

G. E. NOBLE, Chief Manager.

For the COMPTON D'ESCOMPE DE PARIS, CHANTREY INCHBALD, Agent, Hongkong.

For the NEW ORIENTAL BANK CORPORATION, LIMITED.

E. W. RUTTER, Manager, Hongkong.

Hongkong, 26th January, 1889.

HONGKONG LITERARY SOCIETY.

THE NEXT MEETING will be held on MONDAY, January 28th, 1889, at 8.30 P.M. in the CITY HALL.

MR. FRANCIS Q. C., will deliver a LECTURE ON CROWN COLONIES.

Hongkong, 26th January, 1889.

HONGKONG RIFLE ASSOCIATION.

WEEKLY SPOON COMPETITION will take place next SATURDAY, 2ND February, 3.30 P.M. 500 Yards range—10 Shots. Entrance Fee 10 cents, to be paid to the Register keeper, on the ground before firing.

A. SHELTON HOOPER, Hon. Secretary.

Hongkong, 26th January, 1889.

Intimations.

NOTIFICATION.

CUSTOM HOUSE, Kowloon, 23rd January, 1889.

THE CHINA NEW YEAR HOLIDAYS will be observed at this Office and at the Customs Stations from the 28th day of the 12th Moon, at 3 P.M. the 6th day of the 1st Moon, at 11 A.M. 31st January. Afternoon: to 6th February Forenoon inclusive; and during that period all Shipment, Discharge, and Examination of Cargo will be suspended.

F. A. MORGAN, Commissioner of Customs, for Kowloon and District.

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS and LUMBER Always on Hand.

L. MALLORY, [636]

Hongkong, 24th June, 1888.

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, upon their arrival in this Harbour none of the COMPANY'S FOREMEN should be at hand.

ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Underigned, requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.

Hongkong, 15th August, 1888.

Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEEN, PORT SAID, MALTA, MARSEILLES, GIBRALTAR, BRINDISI, ANCONA, VENICE, PLYMOUTH, AND LONDON; ALSO BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

M.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "BENGAL" Captain W. Barratt, with Her Majesty's Mails, will be despatched from this for LONDON, via BOMBAY AND SUEZ CANAL, on WEDNESDAY, the 30th January, at Noon.

Cargo will be received on board until 4 P.M. Parcels, and Specie (Gold) at the Office until 4 P.M., on the day before sailing.

Silk, and Valuables for Europe, will be transhipped at Colombo; and General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 17th January, 1889.

U. S. MAIL-LINE.

PACIFIC MAIL STEAMSHIP COMPANY

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CITY OF NEW YORK"

will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 6th February, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco, \$200.00
To San Francisco and return, 350.00
To Liverpool, 325.00
To London, 330.00
To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 17th January 1889.

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship

"BATAVIA."

2558 Tons Register, Auld, Commander, will be despatched for VANCOUVER, B.C., via KOBE AND YOKOHAMA, on THURSDAY, the 7th February, at 3 P.M.

To be followed by the S.S. "PARTHA" on 7th March and S.S. "ABYSSINIA" on 6th April.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco and Pacific Coast Ports by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver and Victoria, (Mex.) \$160.00
To San Francisco, 175.00
To all Common Ports in Canada, 250.00
To Liverpool, 300.00
To London, 305.00
To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Ports in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 P.M. on the 6th February.

Commercial.

CLOSING QUOTATIONS.
Mongkong and Shanghai Bank—170 per cent.
Union Insurance Society of Canton—\$120 per
share, sales and sellers.
China Traders' Insurance Company—\$78 per
share, sales and sellers.
North China Insurance—Tis. 290 per share,
buyers.
Canton Insurance Company, Limited—\$120 per
share, sellers.
Yangtze Insurance Association—Tis. 97 per
share, buyers.
Chinese Insurance Company—\$165 per share,
buyers.
On Tai Insurance Company, Limited—Tis. 150,
per share.
Mongkong Fire Insurance Company—\$365 per
share, buyers.
China Fire Insurance Company—\$78 per share,
buyers.
Mongkong and Whampoa Dock Company, 35
per cent. premium, sellers.
Mongkong, Canton, and Macao Steamboat Co.
—\$227 per share, sellers.
China and Manila Steam Ship Company—178
per share, buyers.
Mongkong Gas Company—\$135 per share, sellers.
Mongkong Hotel Company—\$170 per share,
normal.
Indo-China Steam Navigation Company,
Limited—121 per cent. dis. buyers.
Douglas Steamship Company—\$66 per share,
buyers.
China Sugar Refining Company, Limited—\$195
per share, sellers.
Luzon Sugar Refining Company, Limited—\$76
per share, sellers.
Mongkong Ice Company—\$101 per share, sellers.
Mongkong and China Bakery Company, Limited,
—\$80 per share.
Mongkong Dairy Farm Co., Limited—\$121 per
share, sellers.
A. S. Watson & Co., Limited—100 per cent.
premium, sellers.
Chinese Imperial Loan of 1884 B—21 per cent.
premium, sellers.
Chinese Imperial Loan of 1884 C—5 per cent.
premium, buyers.
Chinese Imperial Loan of 1886 E—11 per cent.
premium.
Hongkong Rope Manufacturing Company,
Limited—\$92 per share, buyers.
Perak Tin Mining and Smelting Company—\$5
per share, nominal.
Funjong and Seng Lee Suan Suan Mining Co.,
—\$9 per share, buyers.
Hongkong and Kowloon Wharf and Godown
Company—80 per cent. premium, buyers.
Tonquin and Siam Mining Co.,—100 per cent. premium,
buyers.
The Hongkong High-Level Tramway Co.,
Limited—250 per cent. premium, nominal.
The East Borneo Planting Co., Limited—\$55
per share, sellers.
The Seng Lee Koyah Planting Co., Ltd.—\$35 per
share, nominal.
Cruickshank & Co., Ltd.—\$45 per share, sellers.
The Steam Launch Co., Limited—100 per cent.
premium, sales and sellers.
The Austins Arms and Building Co., Ltd.,
—40 per cent. dis. nominal.
The China-Borneo Co., Ltd.—\$60 per share,
nominal.

ON LONDON.—Bank, T. T. 3/10
Bank Bills, on demand 3/10
Bank Bills, at 30 days sight 3/10
Bank Bills, at 4 months sight 3/10
Credits at 4 months sight 3/10
Documentary Bills, at 4 months sight 3/10

ON PARIS.—Bank, T. T. 3/7
Bank Bills, on demand 3/7
Credits, at 4 months sight 3/7
ON INDIA, T. T. 2/18
On Demand 2/20

ON SHANGHAI.—Bank, T. T. 7/1
Private, 30 days sight 7/2

OPIUM MARKET.—THIS DAY.

NEW MALWA, per picul \$680
(Allowance, Tails 4 to 32)
OLD MALWA, per picul \$690
(Allowance, Tails 16 to 32)

NEW PATNA, (without choice) per chest \$580
NEW PATNA, (first choice) per chest \$582
NEW PATNA, (bottom) per chest \$593
NEW PATNA, (second choice) per chest \$575
NEW BENARES, (without choice) per chest \$577
NEW BENARES, (bottom) per chest \$570
NEW PERSIAN (best quality) per picul \$590
OLD PERSIAN (best quality) per picul \$590
OLD PERSIAN (second quality) per picul \$475

MAILS EXPECTED.

THE FRENCH MAIL.
The M. M. steamer *Djennah*, with the French
mail of 29th ultimo, left Singapore on the 24th
instant, at noon, and may be expected here on
or about the 31st.

THE AMERICAN MAIL.
The P. M. S. Co.'s steamer *City of New
York*, which left San Francisco on the 29th ult.,
left Yokohama for this port on the 23rd instant,
and is expected here on or about the 29th.
The O. & O. S. S. Co.'s steamer *Belgia*, from
San Francisco, is due the 5th instant, left
Yokohama on the 26th instant for this port, and
may be expected here on or about the 1st proximo.

THE CANADIAN MAIL.
The steamer *Parthia* left Vancouver for
Japan and China on the 22nd instant.

STEAMERS EXPECTED.

The Ocean Steamship Co.'s steamer *Yasen*,
from Liverpool, left Singapore on the 19th inst.,
and is due here on the 26th.
The 'Shire' line steamer *Carmarthenshire*,
from London, &c., left Manila for this port on
the 24th instant, and is expected here on the
27th.
The Navigazione Generale Italiana steamer
Diagora left Singapore on the 22nd instant, and
may be expected to arrive here on or about the
29th.
The P. & O. S. N. Co.'s steamer *Gwalior*, from
Bombay, left Singapore for this port on the 25th
instant, and is due here on the 31st.
The Ocean Steamship Co.'s steamer *Dar-
danus*, from Liverpool, left Singapore on the
25th instant, and is due here on the 1st proximo.

Shipping.

ARRIVALS.
FUSHIKI MARU, Japanese steamer, 1,219, Franck,
25th Jan.—Nagasaki 19th January, Coals.
—M. B. Kaishin.
PEKING, German steamer, 954, G. Heuermann,
26th Jan.—Shanghai 23rd Jan., General—
Stensen & Co.
KWONGSANG, British steamer, 98, Sellar, 26th
Jan.—Shanghai 20th Jan., via Amoy, and
Swatow 25th, General.—Jardine, Matheson &
Co.
DIMITRI DONSKOI, Russian frigate, 20 guns,
Captain M. de Skrydloff, 26th January—
Nagasaki 20th January.

DEPARTURES.
January 26, *Soochow*, British str., for Hoihow.
January 26, *Deuteros*, German steamer, for Sin-
gapore.
January 26, *Galle*, British steamer, for Yoko-
hama, &c.
January 27, *Chow-chou-foo*, German steamer,
for Nagasaki.
PASSENGERS—ARRIVED.
Per *Peking*, str. from Shanghai.—Captain
McPherson, Mr. J. Price, 1 Serang, and 63 Chi-
nese.
Per *Kwongsang*, str. from Shanghai, &c.—
Mr. Kent, and a men-of-war's men, and 30 Chi-
nese.
Per *Braunschweig*, str. from Bremen, &c.—
Mrs. M. Eichel, and 255 Chinese for Hongkong.
For Yokohama.—Miss Helan Paulsen, Messrs.
R. Black, H. Bunken, and H. Petersen. For
Shanghai.—Messrs. Kischel, Paul Blacky,
Tuang Tiam, and Carl Schneider.
DEPARTED.
Per *Galle*, str. for Yokohama.—Mrs. J. H.
Ball and child, and Miss Buckland. For San
Francisco.—Rev. and Mrs. E. Dunlop, and 6
children, and Mr. D. Hornsby. For London.
—Capt. Buner, R.N.R. For Liverpool.—Mr.
F. D. Watson and Rev. C. Watson.

REPORTS.
The British steamship *Kwongsang* reports
that she left Shanghai on the 20th instant, via
Amoy, and Swatow on the 25th. Had strong
north-east monsoon down the Coast, with follow-
ing sea, and sky cloudy with frequent rain.
The German steamship *Peking* reports that
she left Shanghai on the 23rd instant. Had
moderate north-westerly wind to Tong-ying,
afterwards fresh north-east monsoon. From
Breaker Point to port, light easterly wind
and cloudy weather with overcast sky throughout.
The German steamship *Braunschweig* reports
that she left Bremen on the 12th ultimo, Antwerp
on the 15th, Southampton on the 16th, Genoa on
the 27th, Port Said on the 31st, Suez on the 1st
instant, Aden on the 6th, Colombo on the 14th,
and Singapore on the 20th. Had fine weather
throughout the voyage. From Singapore had
strong north-east wind with cross sea and rain
squalls.

Post Office.

A MAIL WILL CLOSE
For Yokohama.—Per *General Werder*, to-
morrow, the 27th instant, at 9.00 A.M.
For Shanghai.—Per *Braunschweig*, to-mor-
row, the 27th instant, at 9.00 A.M.
For Kutchinotzu.—Per *Mitsu Maru*, on Mon-
day, the 28th instant, at 9.00 A.M.
For Swatow, Amoy, & Fochow.—Per *Namoa*,
on Monday, the 28th instant, at 11.30 A.M.
For Port Darwin, Thursday Island, Cooktown,
Townsville, Brisbane, Sydney, Melbourne, and
Adelaide.—Per *Catterthun*, on Monday, the 28th
instant, at 9.30 P.M.
For Swatow and Shanghai.—Per *Choy-sang*,
on Monday, the 28th instant, at 2.30 P.M.
For Haiphong.—Per *Clara*, on Monday, the
28th instant, at 5.00 P.M.
For Saigon.—Per *Wyvern*, on Tuesday, the
29th instant, at 4.30 P.M.
For Haiphong.—Per *Freijr*, on Tuesday, the
29th instant, at 5.00 P.M.
For Europe, &c., India, via Bombay.—Per
Bengal, on Wednesday, the 30th instant, at 11.00
A.M.
For Nagasaki, Kobe, and Yokohama.—Per
Verona, on Friday, the 1st Feb., at 11.30 A.M.

SHIPPING IN HONGKONG.

STEAMERS.
APENRADE, German steamer, 1,473, Hohlmann,
21st Jan.—Nagasaki 17th Jan., Coal.—
Wiel & Co.
BATAVIA, British steamer, 2,548, Hugh W. Auld,
23rd Jan.—Vancouver 25th Dec., Yoko-
hama 16th January, and Kobe 18th, Gen-
eral.—Adamson, Bell & Co.
BENLARI, British steamer, 2,265, Freeman, 21st
Jan.—Cardiff 4th Dec., and Singapore 14th
Jan., Coals.—Gibb, Livingstone & Co.
CARISBROOKE, British steamer, 973, R. Cass
14th Jan.—Saigon 8th January, Rice and
General.—Morris & Ray.
CATTERTHUN, British steamer, 1,406, J. W. B.
Darke, R.N.R., 21st Jan.—Adelaide 15th
Dec., Sydney 24th, Townsville 29th, Cook-
town 2nd Jan., and Port Darwin 11th, Coal
and General.—Russell & Co.
CLARA, German steamer, 674, Christensen, 20th
Jan.—Haiphong 17th Jan., Rice.—Stensen
& Co.
DRAYWONGS, British steamer, 1,057, P. H. Loft,
25th Jan.—Bangkok 17th Jan., General—
Yuen Fat Hong.
FALKENBURG, German steamer, 989, H. Weber,
24th Jan.—Hoihow 23rd Jan., General—
Melchers & Co.
FAME, British steamer, 117, A. Stopani.—Hong-
kong and Whampoa Dock Co.
FOKIER, British steamer, 509, J. Lewis, 20th
Jan.—Tamsui 16th Jan., Amoy 17th, and
Swatow 19th, General.—D. L. Sprack & Co.
GENERAL WERDER, German steamer, 1,820, W.
von Schuckmann, 18th Jan.—Yokohama
9th Jan., Mails and General.—Melchers
& Co.
INORAHN, German steamer, 894, J. R. Mar-
mann, 24th Jan.—Saigon 19th January,
General and Paddy.—Wiel & Co.
MELITA, German steamer, 339, H. Mörck, 9th
Jan.—Haiphong 5th Jan., Rice.—Wiel &
Co.
MIKIK MARU, Japanese steamer, 2,381, Sommers,
23rd Jan.—Kutchinotzu 18th Jan., Coal—
Mitsui Bussan Kaisha.
NAMOA, British steamer, 863, T. G. Pocock, 25th
Jan.—Fochow 22nd Jan., Amoy 23rd, and
Swatow 24th, General.—D. L. Sprack & Co.
PILOT FISH, British steamer, 161, A. Stopani.—
Hongkong and Whampoa Dock Co.
TAIYUAN, British steamer, 1,500, A. Varden,
13th Jan.—Wellington, N.Z., 24th Nov.,
and Sourabaya 25th Dec., General.—Butter-
field & Swire.
WYVERN, British steamer, 1,108, Brotherton,
13th January.—Chinese.

SAILING VESSELS.
ADAM W. SPIES, American bark, 1,171, A. D.
Field, 2nd Jan.—Newcastle, N.S.W., 3rd
Dec., Coals.—Russell & Co.
AUGUSTA, German bark, 473, Jensen, 5th Dec.—
Hilo 18th Nov., Sanpanwood.—Ed-
Schellhaus & Co.
BENGAL, British bark, 144, Scott, 17th Jan.—
Singapore 24th Sept., Timber.—Mel-
chers & Co.

HONGKONG—SAILING VESSELS.

Continued.
COLOMA, American bark, 852, C. M. Wages,
24th Dec.—Portland (Oregon) 2nd Nov.,
Lumber and Spars.—Captain.
EMK, British bark, 778, W. Summers, 23rd
Jan.—London 2nd October, General—
Melchers & Co.
ERKROENIO, Chinese bark, 457, Opium Examina-
tion hulk, Stonecutters' Island.—Chinese
Customs.
ESCORT, American bark, 636, Waterhouse, 20th
Jan.—Honolulu 14th December, Ballast.—
Captain.
IRIS, British schooner, 206, H. C. Swan, 21st
Jan.—Fremantle, W.A., 26th Nov., San-
dalwood.—Sigmund & Co.
JOHN NICHOLSON, British steamer, 685, W.
Quine, 18th Dec.—Honolulu 16th Nov.,
Ballast.—Captain.
KITTY, British bark, 803, W. R. Laird, 8th Jan.—
Haiphong 7th December, Ballast.—D.
Musso & Co.
SARAH S. RIDGWAY, American bark, 821, A. Call,
29th Dec.—Nagasaki 21st Dec., Coal.—C.
J. T. Co.

Intimations.

THE HONGKONG ELECTRIC COMPANY,
LIMITED.

CAPITAL \$300,000.
DIVIDED INTO 30,000 SHARES OF
\$10 EACH.

OF WHICH 15,000 SHARES ARE OFFERED TO
THE PUBLIC.

(The remaining 15,000 Shares have been taken
up on the same terms as the Shares
now offered to the Public.)

PAYMENT TO BE AS FOLLOWS:—
ON APPLICATION \$1.
ON ALLOTMENT \$1.

The Balance at call (on One Month's notice
being given) as required to meet drafts
for purchase of Plant and other-
wise for the purposes and
the extension of the
business of the
Company.

Applications for shares, accompanied by a
deposit of \$1 per share, must be sent in to
THE HONGKONG AND SHANGHAI
BANKING CORPORATION on or
before the 12th day of
February, 1889.

DIRECTORS:
THE HONORABLE JOHN BELL IRVING.
THE HONORABLE CATCHICK PAUL
CHATER.

THE HONORABLE BENDYSHE LAYTON.
HENRY LISTON DA RYMPLE, ESQ.
LORENZ POESNECKER, ESQ.

AND
ALFRED PARKER STOKES, ESQ.

BANKERS:
THE HONGKONG AND SHANGHAI
BANKING CORPORATION.

SOLICITORS:
MESSRS. SHARP, JOHNSON AND STOKES.

THE principal object for which this Com-
pany has been formed is to supply the
city of Victoria, Kowloon and the Peak with the
ELECTRIC LIGHT. A subsidiary object is the
supply of electric motor power wherever it may
be required, and negotiations are now being
carried on with the Government to supply the
necessary power for pumping water from the
Albany Tank to a reservoir or tanks to be
established at the Peak.

The advantages of the ELECTRIC LIGHT are
so well recognised that but little need be said
on the subject. It is, however, peculiarly adapted
for use here on account of its being almost
entirely free from heat and unaffected by wind,
and also on account of its almost perfect freedom
from danger by fire.

Estimates of working expenses, cost of supply,
&c., have been carefully gone into and the
Directors have no doubt that the light can be
supplied at rates which will compare favourably
with the price paid for gas in the Colony, while
for quality, power, and convenience, the light
will be much superior to any other kind of
lighting.

In the estimates are included cost of sufficient
engine power, plant, &c., for Electric Street
lighting on the well known Arc System.
Negotiations, with a good prospect of success,
are being carried on with the Government for
a contract for this purpose.

A very suitable site for the Engine-house
required for the Machinery has been purchased
and will be made over to the Company at cost
price.

It is proposed to order from England at once
the necessary plant and dynamos on the latest
and most approved principle adopted in England
and America. The London Electric Supply
Company are at present engaged in installing
in London a plant to supply 250,000 lights on
this principle.

The income will of course depend much on
the number of lights supplied, but as the price
will be light for light, less than gas, there can
be no doubt that the electric light will be
generally adopted. If but 3,000 burners are
made use of, it is believed that the Company
will be able to pay a satisfactory dividend, and
this dividend will increase with the increase
in the demand for the light.

The value of the shares has been fixed at \$10
with the view of bringing the shares within the
reach of all of the community who are likely to
use the light, and who will thus have a better
opportunity of becoming shareholders than if
the shares were of a higher value. It is intended
that as wide a distribution of the shares shall
be made as possible.

No promotion money will be paid.
For prospectus and for forms of application
for shares, apply to the
HONGKONG AND SHANGHAI
BANKING CORPORATION.

or to
Messrs. GIBB, LIVINGSTONE & CO.
Dated the 24th day of January, 1889. [124]

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Jason	Liverpool	January 26th	Butterfield & Swire.
Carmarthenshire	London	January 27th	Adamson, Bell & Co.
City of New York	San Francisco	January 29th	Pacific Mail S. S. Co.
Bisagno	Singapore	January 29th	Carlowitz & Co.
Gwalior	Marseilles	January 31st	Messageries Maritimes
Dardanus	Lombay	February 1st	P. & O. S. N. Co.
Belgia	Liverpool	February 1st	Butterfield & Swire.
Parthia	San Francisco	February 1st	O. & O. S. S. Co.
	Vancouver	February 20th	Adamson, Bell & Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Bengal	P. & O. S. N. Co.	Jan. 30th, at noon.
London, via Suez Canal	Patroclus	Butterfield & Swire.	February 2nd.
London, via Suez Canal	Chingwa	Arnold, Karberg & Co.	About Jan. 30th.
London, via Suez Canal	Chingwa	Jardine, Matheson & Co.	About Jan. 30th.
Marseilles, via Saigon, &c.	Oxus	Messageries Maritimes	Feb. 6th, at noon.
Bremen, & Ports of Call.	Brannschweig	Melchers & Co.	About Jan. 31st.
Genoa, via Bombay, &c.	Bisagno	Carlowitz & Co.	Feb. 17th, at 10 a.m.
New York	Duke of Westminster	Adamson, Bell & Co.	About Jan. 31st.
San Francisco, via Yhama	Begic	Pacific Mail S. S. Co.	Feb. 6th, at 1 p.m.
Vancouver, B.C., via A. & C.	Batavia	O. & O. S. S. Co.	Feb. 13th, at 1 p.m.
Sydney, Melbourne, &c.	Tsinan	Adamson, Bell & Co.	Feb. 7th, at 4 p.m.
Sourabaya, via S'pore, &c.	Catterthun	Butterfield & Swire.	Jan. 28th, at 4 p.m.
Sandakan, &c., via S'pore.	Almora	Russell & Co.	Jan. 29th, at 1 p.m.
Yokohama, via N'saki, &c.	Mennon	Jardine, Matheson & Co.	Feb. 6th, at 4 p.m.
Yokohama, Kobe, & Yhama	Verona	P. & O. S. N. Co.	Feb. 1st, at noon.
Shanghai, Kobe, & Yhama	General Werder	Adamson, Bell & Co.	To-morrow, at 10 a.m.
Shanghai, via Amoy	Djennah	Messageries Maritimes	About Feb. 1st.
Shanghai, via Amoy	Jason	Messageries Maritimes	January 27th.
Shanghai, via Swatow	Dardanus	Butterfield & Swire.	February 3rd.
Shanghai, via Swatow	Choy-sang	Jardine, Matheson & Co.	Jan. 28th, at 3 p.m.
Haiphong	Clara	Melchers & Co.	To-morrow, at 5 p.m.
Freijr	Arnholt, Karberg & Co.	A. R. Marly	Jan. 29th, daylight.
Fokien	Douglas Lapraik & Co.	Douglas Lapraik & Co.	To-morrow, daylight.
Coast Ports	Namoa	Douglas Lapraik & Co.	Jan. 28th, at noon.

Intimations.

A. HAHN,
PIANO TUNER AND REPAIRER.
ON HIRE PIANOS FOR SALE
Address: 40 HONGKONG HOTEL or No. 22, ELGIN STREET.
Hongkong, 24th December, 1888. [37]

Notice to Consumers

THE PRODUCTS OF
ORIZA-PERFUMES L. LEGRAND
207, rue Saint-Honoré, PARIS

Such as: ORIZA-OIL, ESS. ORIZA, ORIZA-LACTE, CRÈME-ORIZA,
ORIZA-VELOUTÉ, ORIZA-TONICA, ORIZALINE, ORIZA-80AF

HAVE BEEN SUCCESSFUL IN OBTAINING THE PATRONAGE OF THE PUBLIC BECAUSE:
1. Their manufacture is supervised with the greatest care;
2. Their qualities are unalterable and their scents are sweet.

AS THESE PRODUCTS ORIZA ARE COUNTERFEITED
to live upon their reputation
we warn Consumers not to let themselves be deceived.

THE GENUINE PRODUCTS are sold at all respectable firms of Perfumery and Druggists.

ILLUSTRATED CATALOGUE SENT FREE FROM PARIS

NO MORE TOOTHACHE.
the Dentifrice Mixtur, Powder and Paste
OF THE
R.R.P.P. BENEDICTINES
of the ABBEY OF SOULAC (Gironde, France)
DOM MAGUELONNE, Prior
2 GOLD MEDALS: Brussels 1880—London 1884
THE HIGHEST REWARDS
INVENTED BY
in the year 1373
The daily use of a few drops of the
Dentifrice Mixtur of the
R.R.P.P. Benedictines in water,
prevents and cures the decay of
the teeth, which are whitened and
consolidated, while the gums are
perfectly fortified and restored.
It is a real service rendered to
our readers to point out to them
this old and useful preparation,
the most curative, and the only
preservative from all Dental
disorders.
Established 1807
Depot in HONG-KONG:
A. S. WATSON & Co., Limited
THE HONG-KONG DISPENSARY.
Sold by all Chemists, Perfumers, Hair-dressers, &c.

EPILEPSY
Hysteria, Convulsions
Nervous Diseases
LAROYENNE'S
an entirely new
by the use of
Chemist of the Paris Academy of Medicine
This mode of treatment was experienced by Dr. Frémy, at the central hospital (Hôtel-Dieu)
in his medical department; by Dr. Fournier, in the dispensary, member of the
Academy of Medicine, and by Dr. Bouchard, member of the Academy of Medicine.
These eminent doctors have ascertained of the constant and periodical decrease of the fits,
which are soon after radically cured. This PREPARATION is combined with the Anæsthetic
and Ointment of Tulle, and is a sufficient for France, 20 Frs.
The Compound is never to be continued after three or six weeks at the standard 4 Golden and sufficient.
Depot in Paris: DUREL, 7, Boulevard, Denfert.
Depot in Hong-Kong: A. S. WATSON & Co.

A. G. GORDON & CO.
ENGINEERS, LAUNCH BUILDERS,
GENERAL AND GOVERNMENT
CONTRACTORS, IRONMONGERS, COM-
MISSION AGENTS, VALUATORS, IRON
AND TIMBER MERCHANTS.
WORKS:
BOWENSTON, EAST POINT.
OFFICE:
CORNER OF PEDDER STREET AND PRAYA.
STEAM LAUNCH COMPANY, LIMITED.
Hongkong, 3rd September, 1888. [12]
CHS. J. GAUFF & CO.
CHRONOMETER, WATCH, AND CLOCK-
MAKERS, JEWELLERS, SILVER-
SMITHS, AND OPTICIANS.
CHARTS AND BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches;
awarded the highest Prizes at every Exhibition;
and for Volkmann and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES, and SPYGLASSES.
No. 4, Queen's Road Central. [607]

Intimations.

SCOTT'S
EMULSION
OF PURE COD LIVER OIL
With Hypophosphites of Lime & Soda.
PALATABLE AS MILK.

The only preparation of COD LIVER OIL that can
be taken readily and tolerated for a long time.

AS A REMEDY FOR CONSUMPTION,
BRONCHITIS, SCROFULOUS AFFECTIONS,
ANEMIA, GENERAL DEBILITY, CHOLERA,
AND THROAT AFFECTIONS, AND ALL
WASTING DISORDERS OF CHILDREN.
ADULTS IT IS MARVELLOUS IN ITS RESULTS.
Prescribed and ordered by the best Physicians.
SOLD BY ALL CHEMISTS.

Agents for China and Hongkong:
Messrs. A. S. WATSON & Co. (LIMITED),
Hongkong, 20th December, 1888.

NOTICE.

THE "PEIHO" TUG AND LIGHTER
COMPANY.
ARE still prepared to Lighter Ships or
Steamers at the TAKU BAR, for Three
Dollar Cents (3c) per picul.

Owners or Agents of Steamers or Vessels are
requested to notify the Undersigned by telegram
or otherwise, the date of departure of their
vessels, so as to enable him to do the work
quickly.

Unnotified work at the Bar will be done at the
current rates of Five Cents per Picul (5c).
JAMES WATTS,
Manager.

Messrs. WILSON & Co., Agents, Tientsin:
Taku, 13th October, 1888. [37]

INTIMATION.

J. Blackhead & Co.,
SHIP-CHANDLERS, SAIL-MAKERS,
AND
PROVISION MERCHANTS,
NAVY CONTRACTORS,
AND
GENERAL COMMISSION AGENTS,
No. 11, Praya Central,
(Opposite Pedder's Wharf).

SOLE AGENTS
for
RAHTJEN'S
GENUINE
COMPOSITION
FOR
THE BOTTOMS OF IRON SHIPS
CARBOLINEUM AVENARIUS
PRESERVATIVE AGAINST
ROTTING, DECAY, &c., of WOOD.

CHR. MOTZ & Co., BORDEAUX, CLARETS,
IMPERIAL CHAMPAGNE,
LA GRANDE MARQUE.

FLERNBURG STOCKBEER,
ENGINEERS AND BLACKSMITHS' TOOLS
AND EVERY KIND OF SHIP'S
STORES AND REQUISITES
ALWAYS IN STOCK

AT
REASONABLE PRICES.

ALL KINDS OF
COALS
SUPPLIED AT THE SHORTEST NOTICE.
Hongkong, 1st January, 1889. [124]

STAG HOTEL,
QUEEN'S ROAD CENTRAL, HONGKONG,
JOHN OLSON, MANAGER.

THE HOTEL has recently been refitted and
considerably enlarged; entrance, Queen's
Road.

GOOD ACCOMMODATION FOR
FAMILIES, VISITORS,
CHARGES MODERATE.